

THE CHRONICLE.

BRIDGEPORT, JANUARY 8, 1881.

SAN FRANCISCO, AGENTS.—L. P. Fisher, 21 Merchants' Exchange, is our Agent, and is authorized to contract for advertising, receive subscriptions and make collections on our account.

That wonderful locomotive, built at Paterson, N. J., for an inventor, who, in his design turned the ordinary locomotive topsy-turvy and imparted power to the driving-wheels by friction, has been tried, and is said to have given remarkably good results in drawing heavy loads up grade, but it has not yet been tested for speed. On an up grade of about 12 1/2 ft. to the mile, the engine pulled 21 cars, weighing over 474 tons, with such ease that more cars were added to the train in successive experiments until, finally 39 loaded cars, weighing 862 tons, were pulled over the same grade with from 135 to 140 lbs. of steam. In this engine the cylinder and the moving parts are above the boiler, so as to permit the use of double drivers, one set above the other, so proportioned as to give great speed to the driver, resting on the track and to which power is imparted by friction.

Col. E. A. L. Roberts, of Titusville, has made a contract with the Baldwin Locomotive Works to build a passenger engine which he expects will be able to run 80 miles an hour, and maintain this rate of speed for 100 miles without stopping. The locomotive is to weigh 38 tons. The driving wheels will be six ft. in diameter. The forward trucks and those on the tender will be made of paper, which is said to endure more strain and wear than iron or steel. The most important feature of the locomotive will be the introduction of the Roberts patent cylinder and piston, the exhaust parts being in a continuous circle around the cylinder.

It is currently reported that there are large quantities of oleomargarine brought into San Francisco from the Eastern manufacturers, and the counterfeit labeling sold as butter to unsuspecting people. We presume it will soon find its way to Mono County, which draws largely on San Francisco for its butter supply.

The Inter-Ocean's Washington special says: Some weeks ago Senator-elect Mahone, of Virginia, was in the city for two or three days, in consultation with leading Republicans. In a few days the result of a conference will be made public, and will cause a political sensation of tremendous proportions, both North and South.

The members of the Legislature will have to stir their feet to get through with the work expected of them before their sixty days are up. Only 54 days more.

The total amount of bullion produced in Arizona, in 1880, so far as heard from including concentration receipts was \$7,500,000.

All the prisoners for debt in Scotland were released at midnight Friday in pursuance of an Act passed at the session of Parliament.

A seventy-foot whale came ashore at Point Reyes a few days since. It is thought nearly a thousand barrels of oil will be taken from it.

Don Platt of the Washington Capitol, says that food might have made a more despicable wretch than Roscoe Conkling, but he never did.

Nearly a million dollars has been subscribed in St. Louis for a narrow gauge railroad from Texas, which may be afterwards extended to New York.

Henry Augustine shot and killed his uncle, aunt and cousin at Otis, Ind., a few nights since.

The Eastern press will soon have a harvest from the Christianity and Sprague scandal cases.

SENATOR DAVID DAVIS has so far voted with the Republicans during the present session.

There have been heavy falls of snow in Georgia, Louisiana and Texas.

The decrease in the public debt during December was \$5,699,430.

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28-47

MAKE NO CHANGE

The State Board of Equalization have submitted their report for the benefit of the Legislature, and among the suggestions of the Board is one to amend the revenue system of the State to the end that real estate shall not be assessed but once in four years—that is, a piece of real estate assessed this year shall be taxed on the same valuation for the next three years, notwithstanding it may have materially increased or decreased in value during that period. This suggestion is indorsed by Governor Perkins in his message to the Legislature. This seems to us to be a singular proposition for Californians to entertain. In some of the said New England States such a system might work well, but in the progressive West, and particularly in spasmodic, fluctuating California, never. The Governor backs up his indorsement of this suggestion by showing that the valuation of real estate in California has remained the same for the eight years past. In this respect the Governor's Message cannot be considered a valuable advertising medium for California. Persons seeking new homes would not be favorably impressed with our Governor's real estate valuation statement. Granting that real estate valuation, in the aggregate, has not changed during the period named, but let the Governor and members of the Board take a passage through the State, and they will quickly discover that real estate in the interior, particularly in the mining sections, is continually fluctuating. There is not a mining camp in the State that has not its "ups" and "downs," where town lots may be worth \$100 a front foot to-day, and not be worth \$10 a full lot next year? Would it be just to tax such property three years on a high valuation when the property might not be worth the cost of a Notary's seal to a deed of the property? It is always best to let well enough alone, and tax property on its valuation at the annual assessment. What is to be gained by such a change in our revenue laws? Whom will it benefit? Not the State, but it might make less work for Assessors, but would not lessen the expense of making the assessment one dollar; the Assessor would make his yearly visit and list the property the same as ever, so we cannot see the necessity for such a change, and the Legislature will show its good sense by pushing ahead with work that must be attended to, and not tinker too much with existing general laws unless the people demand it for the general good.

Rather Late

At this late day the proprietors of the New York Tribune, which first published the Morey-Garfield forged letter, publish an apology to Garfield, and acknowledge it to have been a forgery, but claim that they thought it to be genuine, as it was vouched for by the members of the Democratic National Committee. Those who voted for Hancock on account of this forged letter must feel rather "cheap," particularly those who knew and insisted that the letter was genuine. What a sweet-scented set of men composed the Democratic National Committee, to be sure! to resort to such a scoundrelly act.

ANOLISH BORN.—It is said that an effort will be made in the Legislature to amend the Constitution so as to abolish the Railroad Commissioners. While at that they might as well abolish the Board of Equalization. It is of no earthly use, and the sooner the people are relieved of the expense of running the institution the better will it be for the taxpayers.

The Legislature met on Monday last and organized by electing the following officers: Senate, William Johnston, President pro tem, and Marcus T. Boryea, Chief Clerk. Assembly, W. M. Parks, Speaker; Thos. Fraser, Speaker pro tem; and George E. McShay, Chief Clerk.

SCIENTIFIC PRESS.—On New Year's day the S. F. Scientific Press entered upon its XLIII volume. The topics treated by this journal commend it to all classes—miners, artisans, mechanics, agriculturists, professions, and business men.

San Joaquin County as a stockholder in the Central Pacific Railroad Company, has sued for a division of profits. There is millions in this suit for the county, if she wins.

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All lots upon which the assessments thereon are not paid within the time prescribed by law, will be sold at public auction to pay said assessments and cost of sale.
Applications can be made to me at the United States Land Office.

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27-47

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